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HONGKONG WEEKLY  
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[a1518]

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[a234]  
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[1588]

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[a1348-4]

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[a1602]

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12.00 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
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Hongkong, 27th August, 1906. [780]







## THE TYPHOON.

## GRUESOME SCENES.

The feelings of awe occasioned by the terrible disaster of Tuesday still hang over the community and the profound impression then created has to some extent been deepened by the gruesome scenes that are hourly witnessed along the shore on both sides. Bodies, ghastly by reason of mutilation, are being constantly picked up and carried to the mortuaries, where after being photographed and some little interval allowed for friends to claim, they are prepared for interment. The coffining of the corpses is a horrible operation, but the ordeal, trying as it is, is bravely gone through by both police and sanitary officials. Both are working well together. Their duties are not lessened by the coolies refusing to work in the cemeteries and though higher remuneration is offered the men will not undertake the work. The unclaimed bodies of Chinese are not put in separate graves but interred in trenches. Besides this there are many private burials and the scenes on the way to the native cemeteries are as pathetic as they are interesting. Yesterday afternoon the funeral of Captain Marshall took place, the remains being followed by a number of mourners to the Happy Valley.

The total of lives reported lost and junks and cargo boats reported missing continues to increase daily, but officials are overwhelmed with work so that it is not possible to obtain information as yet. Yunnan reports 60 lives lost, Shikotomchi 40, and Wanchai a much greater number.

Even yet it is difficult to give anything like an approximate estimate of the damage done to property. Those competent to judge express the opinion that a million pounds will not cover the loss. Certainly it is enormous and cannot be gauged for some time. Of the smaller craft some 2,000 must have disappeared, and as many of these were cargo boats and lighters, it will be understood how the shipping has been crippled.

A morbid curiosity attracts many people to the places where the bodies are recovered in greatest numbers, but the horrors of the scene are too terrible to depict, while the stench is overpowering. Another saddening spectacle is the dust cart, piled with coffins, leaving the mortuaries, while on the Praya are to be seen a few weeping women who point to the sea and utter the most heart-rending sounds.

## THE MISSING FAMILY.

Great regret has been expressed at the untimely deaths which Mr. W. F. Donaldson, his wife, and two children have met. As is well known, Mr. Donaldson was one of the assistants of Messrs. Butterfield and Swire. Though of a very retiring disposition he had a most interesting, not to say adventurous career, and in the office he was a general favourite. Mrs. Donaldson was also well known as a teacher of dancing.

Some details of the fate of the family have now come to hand. Two of the natives on board the *Kongkai*, who escaped, report that when the seas washed away the deck-cabin, Mr. Donaldson snatched up the baby and attempted to rush for a place of shelter but before he had proceeded many yards another wave carried him into the sea. He was not seen after that. Mrs. Donaldson, with the four year old boy, and two Chinese women on board huddled together, but the boat lurched and they were all washed into the sea. Said as it is, it is interesting to note that when Mrs. Donaldson was faced with danger on the sea not long ago she expressed the wish that if they had to go that they should all go together.

Mr. Donaldson's brother from Canton only learned of the fate of the family through the newspapers. The deceased were both natives of the West of Scotland, their parents living in Glasgow.

## EXPERIENCES ON THE PEAK TRAMWAY.

The Superintendent of the Peak Tramway writes:—

Until the typhoon had been raging for more than an hour I did not realize that such terrible havoc was being wrought by the violence of the wind. At the Peak Station, with the exception of two very strong gusts of wind, there was nothing to alarm me. The tram ran regularly from 7.00 till 10.00 a.m., during part of which time I was doing the usual writing and filling in the daily forms for the head office, to which place I was just preparing to go, when one of the brakemen informed me in a manner and tone, that left no doubt in me, that there was danger in running the cars any longer. He reported that trees were being uprooted about the hills, and thrown along with small boulders on the track, which necessitated the cars having to be stopped at various places until the obstructions were removed. At other parts the cars were oscillating with the force of the wind to such an extent as to cause the greatest alarm. At this stage some of the trees being whirled through the air came in contact with the small private telephone wires and broke them. These got foul of the signal wires and forming a circuit began to give false signals. The false signals and the fact that obstructions were on the line were the only evidence that there was danger in running the cars. The force of the wind on the Peak where I was situated, with the exception of the two said gusts, was not, I can say with certainty, so great as to cause any uneasiness.

Before eleven o'clock I started on my way down the track accompanied by some of the coolie staff to clear away the obstructions. When I had traversed a third of the distance from the top station I then began to realize the force of the wind. It became necessary, when crossing the bridges that span the chasms

and gorges, down which water was rushing in tremendous volume and thundering noise, along the way, to creep along and hold on to the rails. I thought I would have been deserted by my followers, but they stuck bravely by me. At a part of the way, just above Bowen Road, where a new bridge is being constructed over the line, a landslide had occurred, and covered part of the track. A stream of water was flowing near by. I had this directed towards the loose earth, which then melted away down the side of the track. By the time I got to the bottom it was half past eleven o'clock. The telephone wires were repaired by noon, when the service was again started, and has continued since without stopping during the day.

**FURTHER SEARCH FOR THE BISHOP.**

The friends of the late Bishop Moore are leaving no stone unturned in their efforts to discover his body. Yesterday morning the Government launch *Stanley* set out with a search party aboard for the scene of the catastrophe.

**YESTERDAY'S ARRIVALS.**

There arrived from Singapore yesterday the Japanese steamer "Totomaru" and the French steamer "Amiral Hamelin." Both vessels report having experienced exceptionally rough weather, and from the decks of each a life-boat was torn by seas which broke over them. When about fifty miles S.W. of Gap Rock the foretop of the "Totomaru" was also carried away. The "Amiral Hamelin" experienced very rough weather on her voyage from Shanghai, but arrived in port unscathed. So also did the Douglas steamer "Haitan."

## TYPHOON AT WOOCHOW.

The "Lin Tan" arrived here yesterday from Wuchow, and one of her officers informed our representative that the storm struck that port on Monday evening, tearing down masts and capsizing sampans. So far as could be ascertained, however, there was no loss of life. When steaming behind Stonecutters yesterday, those on board the "Lin Tan" counted forty-eight dead bodies, which were floating past.

The "Wakamatsu Maru" from Meji, which also arrived yesterday, observed about 100 corpses floating about at the harbour entrance.

## MORE LAUNCHES LOST.

The passenger launch "Ying Fat," which used to travel between Sam Chun and Hongkong, foundered near Capatsum, and over 100 passengers were drowned. These other passenger launches are also reported missing, but no lives were lost. The police launch No. 3, on which were P.S. Boulger and P.C. Berry, has not yet been heard of.

## AAGARD THORSEN'S CRAFT.

Messrs. Aagard, Thorsen and Company's vessels came through the storm with very slight mishaps.

The steamer "Fri," which was lying off Stonecutters secured by three anchors, was run into by an unknown vessel. As a result of the collision the "Fri's" port side amidships was smashed in, and the bridge and deck houses amidships destroyed. The other vessel had already lost her bows in a collision with the "I. F. Chapman," and when she parted from the "Fri" she left her bowsprit and figure head astern of that vessel. The damage done to the "Fri" is estimated at between \$10,000 and \$15,000.

The "Skuld" was lying off West Point with two anchors out when the storm struck her. Shortly afterwards one of the anchor chains gave way and it was thought the anchor was lost, but after the storm when the other was pulled up, the missing anchor was found attached to it. The "Skuld" touched bottom once, but immediately got off, and has no apparent damage, being quite tight.

The ss. "Brand," which was reported ashore at Aberdeen, had a miraculous escape. She was just about a fathom away from the entrance of the Dock, coming out, when the typhoon struck her. The engines were set, at full speed ahead as she faced the storm, but it was impossible to run out more than thirty fathoms of chain owing to her proximity to the shore. The Captain reports minor damage such as lost gear and broken stanchions, but the vessel is quite seaworthy and did not touch bottom. She left on the afternoon of the 18th instant for Sourabaya and may have had to weather the second typhoon.

## AT MACAO.

Apart from damage done to masts and other frail structures, Macao escaped. The worst experience of the City was when the second blow broke on the morning of the 20th. The wind blew strongly from the east and heavy seas broke over the Praya Grande damaging the bank. The ss. "Hannam" left her wharf at eight o'clock for Hongkong but had to take shelter at Mongchov. She arrived in port yesterday afternoon.

## DOCTOR'S GENUINE SYMPATHY.

Among the gallant band who have laboured to alleviate suffering and rescue the perishing there was not a more willing worker than Dr. Forsyth. Carrying his case of surgical instruments he called at the Tsimshatsai Police Station, saw Inspector Langley and proffered his services which, needless to say, were gratefully accepted. The doctor was placed aboard a boat, and travelling round the Kowloon ferries pulled out of the water and restored many people who appeared to be drowned. The wounds of others he also dressed, and took the first opportunity of sending them to hospital.

## RESCUED FROM WRECKAGE.

In their trips along the shore the water police have rescued 120 Chinese who were found clinging to wreckage. Many of them were

entirely exhausted and had to be removed to hospital.

## THE INCREASING DEATH ROLL.

Although police pinnaces and other craft are continually running shoreward with their cargoes of dead, the number of corpses floating on the water does not appear to diminish. On Thursday forty-nine bodies were landed, and the police estimate that there are over 100 to remove from Stonecutters Island, while at Lai-chikok there are another 20 or 30 which so far they have been unable to get at. It is supposed that another 20 bodies will be recovered when the wreckage is removed from the police basin.

Yesterday the Baluch regiment and 300 of the Royal West Kent continued the work of turning over the wreckage along the Kowloon shore to recover the dead.

Constable Mundy was yesterday so overcome from the smell exuding from dead bodies that he had to be removed to hospital.

## DEATHS AND BOATS DESTROYED.

To date the official record of lives lost and junks and sampans destroyed in the various districts is as under:—

Bodies recovered.	Junks, etc. destroyed.
Central ... 222	31
Wanchai ... 120	283
Shan-chiwan ... 47	64
West Point ... 54	124
Yuan-nai ... 169	418
Hung-hong ... 46	25
Aberdeen ... 60	7
Total ... 1,688	1,052

## RELOADING OPERATIONS.

The *Emma Lyngnes* has been refloated and it is expected that the *Signal* will be refloated. The pumping operations on the *Chinkai Maru* have not been so successful.

## TAKING ADVANTAGE.

While a large number of the Chinese community is giving wholeheartedly for the relief of suffering compatriots, there is another section whose motto apparently is to "make hay while the sun shines." Numerous owners of launches and cargo boats which were not damaged in the storm, are asking exorbitant prices for the hire of their craft. In one instance the policy had to pay \$180 for the use of a launch for a day, and then they had to accept responsibility for the safety of the launch. Coolies, too, are making money, probably faster than they ever did before. Gangs of those are required to help remove the dead, and those at Kowloon have refused to work under \$3 a day.

## EFFECTS AT CANTON.

The *Canton Daily News* informs us that the steamer "Leongshan" for Muen, had to put back to Canton yesterday; that the only arrivals from Hongkong were the "Hankow," the "Paul Beau" and the "Yingking"; that outgoing cargo is being delayed for want of boats; and that Mr. Consul-General Mansfield had opened a subscription for the Hongkong sufferers.

## ANOTHER TYPHOON WARNING.

The American Consul has received the following:—Manila Observatory, 10 o'clock a.m. September 21st, New Cycles in the Pacific, East of North Visayas.

## CIVIL SERVICE CRICKET CLUB.

The annual general meeting of this Club was held at the Club's clubhouse yesterday evening, at 6 o'clock. The Hon. W. Chatham presided over a well attended meeting.

In his opening remarks the chairman congratulated the Club on its financial position considering the increased rate of the dollar and on its membership list which showed an increase of seventeen for the year; he also said the members were very lucky to have a roof over their heads, the damage done to the clubhouse during the storm which had caused so much destruction elsewhere being very small.

The Report and Balance Sheet were taken as read and adopted.

The following officers were elected for the ensuing year:—(Captain) Mr. H. T. Jackson; (Secretary) Mr. E. W. Dawson; (Treasurer) Mr. J. A. Wheat; (Vice-Captain) Mr. P. Eiden; Captain "H" Team, Mr. H. W. Kelley; Committee, Messrs. P. T. Lambie, P. R. Adams, W. Parkinson, F. O. Stollman, L. E. Brett, M. McGee, G. Huggarth and W. Gast; Scorers, Mr. S. Bodecock, Umpire, Mr. W. H. E. Smith. The Captain was elected to represent the Club on the League Committee.

It was decided to hold a general meeting a month hence to consider the advisability of amending the club rules.

A hearty vote of thanks was accorded Messrs. L. E. Brett and A. Carter, the secretary and treasurer for last year, for the able manner in which they had carried out their respective duties, and the meeting closed with a vote of thanks to the chair, carried with acclamation.

## THE "MANNING CLAUSE."

Mr. Clark Russell has raised in the *Standard* the interesting question of renewing that provision in the old Navigation Acts as they existed before the Free Trade Legislation of 1842, 1846, and 1849, which required that there should be a predominance of British sailors employed on every ship flying the British flag. It is unquestionable, remarks the *Standard*, that "the native sailor is decaying," and that the employment of so many foreigners in the British Mercantile Marine is a serious menace to the nation's security. But the first question to settle before Mr. Clark Russell's tentative proposal can become a matter of practical politics is a question of fact. Is there a sufficient number of British subjects able and willing to take the place of the foreigners now employed? It is true that hundreds of British sailors and firemen assemble at the shipping offices in the vain hope of obtaining employment as sailors, then there is a reasonable prospect that a new "Manning Clause" would not impose upon shipowners an obligation to do what is impossible. But whatever be the number of unemployed seamen, it cannot equal the number of foreign seamen now employed on British ships, so that a new Navigation Act which contained a "Manning Clause" would have to be accompanied by some form of encouragement for the training of British seamen.

## THE YOKOHAMA SPECIE BANK, LIMITED.

The 53rd report to the shareholders, presented on Sept. 10th, says:—

The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 30th, 1906.

The Gross Profits of the Bank for the past Half-year, including ¥378,115 brought forward from last Accounts, amount to ¥1,142,883 of which ¥975,925 have been deducted for Current Expenses, Interests, &c., leaving a balance of ¥1,368,908.

The Directors now propose that ¥4,000,000 be added to the Reserve Fund, and ¥1,000,000 be appropriated to the Special Reserve Fund. From the remainder the Directors recommend a dividend at the rate of twelve per cent, per annum, which will absorb ¥730,000 on old shares and ¥450,000 on new shares, making a total of ¥1,180,000.

The balance, ¥738,908 will be carried forward to the credit of next account.

YUKI YAMAKAWA, Chairman.

BALANCE SHEET, 30th June 1906.

LIABILITIES.	Yen.	£.
Capital paid up	21,000,000.00	1,200,000.00
Reserve fund	12,300,000.00	683,333.33
Reserve for Doubtful Debts	88,335.60	4,907.53
Reserve for Depreciation of Bank's Premises, Properties, Furniture, etc.	202,448.70	11,247.15
Deposits (Current, Fixed, etc.)	123,169,525.00	6,842,751.39
Bills Payable, Bills Rediscounted, Acceptances, and other sundries due by the bank	73,464,959.87	4,081,388.88
Dividends not claimed	5,775.49	315.25
Amount brought forward from last Account	678,115.38	37,672.94
Net profit for the past half-year	2,485,792.72	138,104.59
	Yen. 235,835,443.310	£13,119,834.70

ASSETS.

LIABILITIES.	Yen.	£.
In hand	12,641,345.70	671,741.39
At Bankers	45,623,627.80	2,534,646.10
Investments in public securities	19,319,822.00	1,073,267.89
Rediscounted, Loans, Advances, &c.	89,345,676.60	4,907,531.45
Bills receivable and other sundries due to the bank	96,297,183.61	5,349,778.93
Italian and foreign money	563,778.93	31,266.55
Bank's Premises, Properties, Furniture, &c.	1,230,245.50	67,780.28
	Yen. 235,835,443.310	£13,119,834.70
To Current Expenses, Interests, &c.	9,785,925.60	538,058.61
To Reserve fund	400,000.00	22,222.22
To Special Reserve fund	1,000,000.00	55,555.56
To Dividend	730,000.00	40,000.00
Yen. 6,900 per share for 120,000 old shares, yen 730,000,000, and 1 Yen 3.75 per share for 120,000 new shares, yen 450,000,000	1,180,000.00	64,444.44
To balance carried forward to next account	709,349.00	39,354.94
	Yen. 13,119,834.70	£727,111.32
By balance brought forward 31st December, 1905	678,115.38	37,672.94
By amount of gross profits for the half-year ending 30th June, 1906	12,471,713.32	667,488.39
	Yen. 13,119,834.70	£727,111.32

## A TIENTSIN INSURANCE CASE.

## SENSATIONAL TERMINATION.

Sir Haviland de Sausmarez delivered judgment in the case of Karl Philipp v. The London and Globe Insurance Company at the Supreme Court, Tientsin, on the 10th inst. The claim was for \$25,000 for alleged damages sustained by fire. In the course of his judgment his Lordship said the main defence of the company was that the plaintiff himself had set fire to the premises. From the English view of evidence further facts would have to be brought out to remove all doubts on that score. There was, however, not only a question of the \$25,000 involved in this case, but it affected the character of the plaintiff and might influence the liberty of his residence in this community. There were several points of law suggesting that there was some fault in the company, and so for some other reason. There was no suggestion that the person who caused the fire was an outsider. A discrepancy of 2,000 was apparent in the accounts, as was very ably pointed out by Mr. E. P. Allen from the plaintiff's own books, and the plaintiff could not explain away this discrepancy. Mr. Allen showed that at the time of the fire there could not be goods worth more than \$19,000 in stock, and there was reason for a larger claim. A strong suspicion of arson arose in view of the fact that though the stock remaining on the premises was not worth more than \$19,000, the plaintiff renewed his insurance policy of \$15,000 in the middle of December; and on the 17th he doubled his insurance. The business was not in a flourishing condition, the stock was unsalable and had been a long time on hand, and on the top of this a large over-insurance was effected only five weeks before the fire. There were many points of suspicion that the plaintiff had caused the fire. In conclusion his Lordship held that the defendants had sustained their point that the fire was caused by the plaintiff.

## CHURCH SERVICES.

St. John's Cathedral, Hongkong.—23rd September, Sunday, 15th after Trinity.—Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Magnificat, Palm, of the 23rd morning; Te Deum, Laude, Credo and Hosanna; Benedicite, Laude (Hymn, 265, 302 and 225, Benedicite (4.30 p.m.) Responses, Psalms, of the 23rd evening Magnificat and Nunc Dimittis, Wesley in F. Anthem, "O Saviour of the World"—Goss, Hymns, 193 and 437; Serenella (Goss); Voluntary, Sonata VI. (Vater Unser) Mendelssohn. N.B.—Psalms at Fremont, Full Troubles. Psalm 119, Verses 1, 2, 4, 6 and G. P. Mission.

St. Peter's Church, Queen's Road, West, 15th Sunday after Trinity. Holy Communion 7.30 a.m. Morning Prayer 11 a.m.—Venite, Kyrie; Te Deum, Russell; Benedicite, Langdon; Hymns, 1, 187, 596 and 497. Evening Prayer 6.30—Cantata Croft; Deas, Hopkins; Hymns, 26, 20, 594 and 227.

Holy Communion 7.45 p.m. The Church launch, *Day Spring*, will call on ships carrying white crews, to bring their ashore to the services, between 9.15 and 10.30 a.m., and between 4.15 and 5.15 (Kowloon Police Pier 10.30 and 6), returning afterwards. The "Answering Psalm" is the call flag. All the settings are free and unaccompanied. Visitors welcome. Books, etc., provided.

Sunday School 10—10.45 a.m.

St. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon (in English) at 10 a.m.

Union Church, Kennedy Road, Minister—Rev. C. H. Hickling. Memorial Services, 11 a.m. Worship, Psalm 99, Hymns 43, 37, 323 and 339. 6 p.m. Worship, Hymns 332, 312, 235, 311 and 507. Thursday, 8.10 p.m. Minister at "The Manor." Friday 8 p.m. Chinese Endeavour Society, Subject—"Habakkuk Revival."

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00

4 CARTRIDGE (25-15-04) \$60.00

LONG HING & CO.

No. 17, QUEEN'S ROAD.

## THE BOAR'S HEAD BRAND. GUINNESS' STOUT.

IRELAND'S BEST.

IF YOU REQUIRE STOUT, WHY NOT GET THE FULL VALUE OF YOUR MONEY IN OBTAINING THE BEST, ONLY THE BEST?

THERE ARE NO TWO OPINIONS ABOUT THIS

PER CASE 8 DOZ. Pts. \$4.00  
PER DOZEN 3.00  
PER CASE 100 SPIRITS 17.00  
PER DOZEN 2.25

SOLE AGENTS: H. PRICE & CO., WINE MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135, 351

THE CUSTOMS QUESTION.

"UNDULY ALARMED."

The British Government is doubtless fully alive to its responsibilities in this important matter, and it seems to us that it will be time enough for the Treaty Powers to jointly insist upon a revision to the conditions existing prior to the issue of the Imperial Decree when it is shown that a deliberate attempt is being made by the Chinese authorities to materially alter those conditions and to depose the present Inspector-General. Such an attempt has not been shown to have been made up to the present, and it is quite evident that the British Government is prepared to take immediate action in the event of any indication arising to show that Sir Robert Hart's authority is being usurped.

The allegation is made that the new Comptroller-General, who by the terms of the Edict replace the Wai-wu-pu in dealing with mutual transaction on Customs questions—an innovation which it was generally admitted would facilitate and simplify matters—have been guilty of corruption. The charge is not made in so many words, but it is asserted that the Comptroller-General, Tai-hung and Tang Shau-li "began by installing expensive new offices and a large staff, paying themselves from the Customs, the former £7,500 and the latter £5,700 a year." If the facts are as stated this is certainly a matter that requires the closest investigation; but the Comptroller-General are men who have hitherto borne good reputations, their ability has been generally acknowledged, and so far as we are aware no exception has been taken to their personal character. Their Department merely replaced the somewhat cumbersome and dilatory Wai-wu-pu, which apparently found its time fully occupied with other matters of State. The system prevailing up to the time of the appointment of the Comptroller-General had conducted to not a few irregularities in the part of the Tactis who had been entrusted with the control of the local Customs receipts in the various ports. Under the old conditions it was impossible to keep a check on their accounts as they had not been subjected to any financial control beyond having to supply certain sums to the Imperial Treasury when called upon to do so. This system naturally caused great confusion and furnished endless opportunities for speculation and other serious lapses.

The appointment of two Commissioners to act as Comptroller-General constituted practically the only change that has been made in the Customs administrations so far, and this alteration is no greater than was that when the Wai-wu-pu took over the duties of the Taungli Yamen in a similar capacity. We do not think the China Association need be unduly alarmed.—*Japan Chronicle*.

## FAMILY'S FINE RECORD.

FOURTEEN MISSIONARIES BEAR NAME OF MOULE.

By the retirement, at the age of seventy-eight years, of Bishop Moule, of Mid China, brother of the Bishop of Durham, the Church Missionary Society is losing the services of one of its ablest men.

The first European missionary to settle in an interior Chinese city away from a treaty port, Bishop Moule has continued to reside in Hongkong, thus making his annual circuit from city to city and village to village, these journeys involving wearisome travelling in Chinese boats, sedan chairs, or on foot, having totalled three thousand miles in a year.

For nearly fifty years George Ennos Moule has been in the front rank of faithful missionaries in China. For more than twenty-six years he had been the Bishop of Mid China, his vast diocese including within the limits of his jurisdiction 10,000,000 people. No fewer than fourteen members of the Moule family bearing that name and closely related to one another are actively engaged under the society in the foreign field, of whom the best known probably is Archbishop A. F. Moule, of Shanghai.

## A RUSSIAN GIRL'S HUMOUR.

A STORY OF ST. PETERSBURG.

A letter has been addressed by a workman to the Crown prosecutors and other authorities, which runs somewhat as follows:—

"On August 10, as soldiers of the Guard a Choral Regiment were passing along the Sergius-street, Anna Spiridonova Smirnova, my sister, suddenly exclaimed, 'They look as cheerful as if they had retaken Port Arthur.'"

"An officer of the regiment regarded this as insulting, and by his order she was seized, placed in a cab, and driven to the courtyard of the officers' club on the Bakhmetev-street."

"... ere, after a series of insults from a group of officers, my sister was taken into a stable, where one of the officers, whom everybody called 'Your Highness' (Siatestvo), summoned the 'executioners,' and seven soldiers came with whips. They tied my sister to a post, two held her firmly by the arms, and the rest laid on her back with their whips."

"... ere, after a series of insults from a group of officers, my sister was taken into a stable, where one of the officers, whom everybody called 'Your Highness' (Siatestvo), summoned the 'executioners,' and seven soldiers came with whips. They tied my sister to a post, two held her firmly by the arms, and the rest laid on her back with their whips."

MILLIONS USE



THE WORLD'S FAVORITE

For Preserving, Purifying and Beautifying the Skin, Scalp, Hair, and Hands.

"She was given twenty five blows, so that her whole back was covered with bloody marks, the whole skin being taken off in spots."

"In view of the foregoing, I beg that an inquiry be held, in order that those to blame for the tortures of my sister may be punished.—Vassily Smirnov." A correspondent was shown a photograph taken by a Russian photographer, which fully bears out the foregoing description of the girl's condition after her flogging.

## OUTRAGES ON THE BRITISH FLAG.

Since Dr. Morrison sent the following to the Times from Peking, much has happened. Some punitive action has been taken against the pirates, with considerable effect we hope; the unsympathetic Viceroy has been removed; and we understand that the Amoy vicars are



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed. Lictors.

112, Bow St. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

NOTICE IS HEREBY GIVEN that the Power of Attorney executed by the undersigned in favour of Mr. APPELLO RIGGIO of the Societa Comitale Italiana di Canton, has been withdrawn.

POLLAK BROTHERS.

Yokohama, Japan.

4th September, 1906. [1767]

## WANTED.

LADY leaving for Europe on S.S. "GARDENIA" Oct. 10th, REQUIRES a BLIGHT YOUNG WOMAN to travel to Europe. Must speak French and English, or French and German, and be fully competent to take charge of Boy aged five. Address, giving particulars and naming references:—

"PELLE,"

Care of Melchers & Co.

Hongkong, 22nd September, 1906. [1769]

## CITY AND HILL DISTRICT WATERWORKS.

## GOVERNMENT WORKSHOP.

REQUIRED as WORKSHOP OVERSEER to take charge of the above, an European Trained Mechanic having a Sound Knowledge of Machine and Fitting Work, and capable of undertaking repairs to steam engines and pump-work. He must also be able to keep proper accounts of the work's time and all stores issued and received. Salary at the rate of £240 rising to £270 a year by £15 triennially. The appointment to be a temporary one subject to a month's notice on either side in the first instance.

Applications with copies of testimonials to be addressed to the Director of Public Works not later than Noon on MONDAY, the 1st Oct.

W. CHATHAM.

Director of Public Works.

Public Works Department.

Hongkong, 22nd September, 1906. [1770]

## SWATOW DISTRICT.

## LOCAL NOTICE TO MARINERS.

ROCK IN APPROACH TO TONG SANG HARBOUR.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "WATERLOO" that a Pineapple Rock with 13 feet over it at L.W.O.S. and depths of 6 to 8 fathoms, (sand) clear around, is situated with the Pagoda Island at the entrance to Tong Sang Harbour bearing N 2° E distant 2 1/2 Miles.

Approximate position:—

Latitude 23° 42' N.

Longitude 117° 32' E.

The Bearings are as follows:—

From the rock Fall Peak bears N 33° E.

From the rock Pagoda bears N 2° E distant 2 1/2 miles.

From the rock Summit of Cone Point S 62° W.

A. HOLZ,

Harbour Master.

Approved:—

FRANK SMITH,

Acting Commissioner of Customs.

In House,

15th September, 1906. [1771]

## SWATOW DISTRICT.

## LOCAL NOTICE TO MARINERS.

BREAKERS S. W. OF NAMOA ISLAND.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "WATERLOO" that during a moderate southerly swell, breakers were observed on the sand knolls situated 13 miles S. 28° W. of Clipper Point, Namoa Island.

Approximate position:—

Latitude 23° 22' N.

Longitude 116° 54' E.

A. HOLZ,

Harbour Master.

Approved:—

FRANK SMITH,

Acting Commissioner of Customs.

Custom House,

Swatow, 14th September, 1906. [1772]

## NOTICE TO MARINERS.

## No. 271 (Special).

## CHINA SEA.

## SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Changes in the positions of the Tungsha and Kintan Light-vessels.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tungsha and Kintan Light-vessels will be shifted as follows, on or about the 15th November next:—

TUNGSHA LIGHT-VESSEL will be shifted 0.6 miles S. 42° 1/2° W. from her present position and will mark the north side of the channel as at present.

KINTAN LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position and will then mark the NORTH side of the channel.

CAUTION: Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kintan after she is in her new position.

BEARINGS when the Light-vessels are in the new positions:—

From Fairway Bell Gas-buoy to Tungsha N. 49° 1/2° W.

From Tungsha to Fairway Wreck and Kintan N. 57° W.

From Kintan to S.E. Knoll Gas-buoy N. 35° W.

All bearings given are Magnetic.

T. J. ELDRIDGE,

Acting Coast Inspector.

Coast Inspector's Office,

Shanghai, 15th September, 1906. [1773]

## NEW ADVERTISEMENTS

## BEST TYPHOON PICTURES.

## "THE ISLAND"

## WEEKLY ILLUSTRATED PAPER.

## 20 CENTS, CASH.

## 9A DUDDELL STREET.

## ORDER AT ONCE.

## Hongkong, 22nd September, 1906. [1768]

## PUBLIC AUCTION.

## A T my SALES ROOM, No. 8A, Queen's Road Central,

## TO-DAY (SATURDAY),

## the 22nd instant, at 2.30 P.M.,

## H O U S E H O L D F U R N I T U R E

## Comprising:—

## BEVELLED GLASS WARDROBES,

## MARBLE TOP DRESSING TABLES,

## OVERMANTLES, SIDEBOARDS,

## TABLES, DESKS, DOUBLE AND SINGLE

## BEDSTEADS, &amp;c.

## And

## One Lot of ROLLED GOLD JEWELLERY, EARRINGS, BRACELETS, &amp;c.

## Terms—As usual.

## C. DE M. C. VIEIRA-BIBEIRO,

## Auctioneer.

## Hongkong, 22nd September, 1906. [1774]

## PUBLIC AUCTION.

## PARTICULARS AND CONDITIONS OF

## the Letting by Public Auction Sale, to be

## held on MONDAY, the 24th day of Sept.,

## 1906, at 3 P.M., at the Office of the Public

## Works Department, by Order of the Board,

## lease the CONCRETE of One Lot of Crown

## Land, at Bowen Road, in the Colony of Hong-

## kong, for a term of 21 years. [1775]

## PARTICULARS OF THE LOT.

## No. of Lot.

## Locality.

## Boundary Measurements.

## Contents in

## Square Feet.

## Annual Rent.

## Total Price.

## 1

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## 3

## 4

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## NEW ADVERTISEMENT

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND POOCHOW.

## THE Company's Steamship

## "HAITAN."

## Captain J. S. Roach, will be despatched for the

## above Ports on MONDAY, the 24th inst., at

## 2 P.M.

## For Freight or Passage, apply to

## DOUGLAS, LAMPAIK &amp; Co.,

## General Managers.

## Hongkong, 21st September, 1906. [1764]

## INTIMATIONS

## HONGKONG ST. ANDREW'S SOCIETY.

## THE ANNUAL GENERAL MEETING

## of the above Society will be held in the

## City Hall, on FRIDAY, 25th inst., at

## 5.30 P.M.

## W. ARMSTRONG,

## Hon. Secretary.

## Hongkong, 21st September, 1906. [1769]

## HONGKONG CLUB.

## NOTICE.

## THE TENTH DRAWING OF SIXTY-

## FIVE DEBITURES OF THE HONG-

## KONG CLUB (SIXTY) was held in the

## HONGKONG CLUB HOUSE, on THURSDAY,

## the 20th instant, when the following DEBEN-

## TURES were DRAWN for Redemption.

## 64 528 775 1053 1580

## 57 516 784 1102 1692

## 110 562 867 1111 1701

## 149 634 879 1126 1702

## 255 636 923 1257 1807

## 308 644 917 1261 1829

## 244 661 918 1294 1885

## 283 687 967 1295 1886

## 442 689 972 1303 1901

## 446 704 1013 1430 1945

## 470 708 1014 1457 1951

## 488 712 1037 1544 1988

## 497 756 1055 1554 1989

## and will be Payable at the HONGKONG AND

## SHANGHAI BANKING CORPORATION on

## SATURDAY, the 30th day of September, 1906,

## in exchange for surrender of same.

## By Order,

## A. O'D. GOURDIN,

## Acting Secretary.

## Hongkong, 21st September, 1906. [1762]

## HONGKONG CRICKET CLUB.

## THE ANNUAL GENERAL MEETING

## of the MEMBERS of the above Club

## will be held in the Pavilion on WEDNESDAY,

## the 28th instant, at 5.30 P.M.

## By Order of the Committee.

## A. R. LOWE,

## Secretary and Treasurer.

## Hongkong, 19th September, 1906. [1745]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE ORDINARY ANNUAL GENERAL

## MEETING OF SHAREHOLDERS in the

## above Company will be held at the Com-

## pany's Office on SATURDAY, the 29th

## September, at Noon, for the purpose of

## receiving the Report of the General Managers,

## together with a Statement of Accounts to 30th

## June, 1906.

## The TRANSFER BOOKS of the Company

## will be CLOSED from the 22nd to 23rd

## September, both days inclusive.

## DOUGLAS LAMPAIK &amp; Co.,

## General Managers.

## Hongkong, 18th September, 1906. [1740]

## TENDERS.

## TENDERS are invited for the SUPPLY

## to H.M. NAVAL YARD of the under-

## mentioned TIMBER MATERIALS for One

## Year from 12th October, 1906, viz:—

## TEAK

## AMERICAN FIR

## CAMPHOR WOOD

## HARDWOODS

## OREGON SPARE.

## Form of Tender, and information in regard

## to the Conditions of Contract, &amp;c., can be

## obtained on application to the Naval Store

## Overseer, H.M. NAVAL YARD. To enable

## persons tendering to estimate what stock they

## would be expected to keep, they will be provided,

## if necessary, with a statement showing the

## expenditure of the different descriptions of

## Material during the Twelve Months ending

## 31st June last. A deposit of One Hundred

## Dollars will be required with each Tender, but

## this will be returned on the acceptance or

## rejection of the same. The tenders, which

## will be received till Noon on 28th inst., should

## be sealed and addressed to the COMMANDER,

## H.M. NAVAL YARD.

## Hongkong, 19th September, 1906. [1746]

## THE PUBLIC HEALTH &amp; BUILDINGS

## ORDINANCE COMMISSION.

## TAKE NOTICE that a COMMISSION

## has been appointed to enquire into and

## Report on the following matters, viz:—

## 1. Whether the administration of the

## Sanitary and Building Regulations

## enacted by the Public Health and Build-

## ings Ordinance, 1903, as now carried out

## is satisfactory, and, if not, what improve-

## ments can be made.

## 2. Whether any irregularity or corruption

## exists or has existed among the Officials

## charged with the administration of the

## aforesaid Regulations.

## The Commission earnestly invite the

## Inhabitants of Hongkong and Kowloon to

## co-operate with them by forwarding any

## complaint they may have to make or sugges-

## tion to offer in connection with the matters

## aforesaid to the undersigned.

## Any person examined as a witness in the

## enquiry aforesaid who in the opinion of the

## Commissioners makes a full and true disclosure

## touching all the matters in respect of which he

## is examined will receive a certificate from the

## Commission which will protect the witness

## against any civil or criminal proceedings which

## may be instituted against such witness in

## respect of any matter touching which he has

## been examined.



## THE WORLD'S GREATEST TENOR



## Gives a hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that time is not without its anxieties. Of course his chief concern is the care of his magnificent voice and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or scientific temperament are most susceptible to nervous shock or nerve strain, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most tired people usually make the greatest demands on their Nervous Force, and it is evident that Signor Caruso found the remedial properties of Phosferine to be beneficial that he feels constrained to caution the testimony of innumerable correspondents in every rank of life.

## Which he has proved reliable.

Signor ENRICO CARUSO writes: "Ho provato la Phosferine preparata dal Signor Ashton & Parsons e ho trovato molto efficace per lo stomaco. Con la Phosferine di Saluto, ENRICO CARUSO." (I have used the Phosferine of Messrs. Ashton & Parsons and have found it most efficacious when I am tired. With my best salutations, Enrico Caruso.) July 3, 1906.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Loss of Appetite, Backache, General Exhaustion, Indigestion, Rheumatism, Frequent Decay, Sleeplessness, Brain Fag, Nervous Debility, Influenza, Indigestion, Faintness.

and all disorders consequent upon a reduced state of the nervous system.

**The Remedy of Kings**

Phosferine has been supplied to Royal Commanders to the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, H.M. the Queen of Roumania, H.M. the Emperor of China, H.M. the Grand Duchess Olga of Russia, and the Prince of Wales, and is used by the British Royal Family.

Prepared by Ashton & Parsons, 17, Broad Street, London, W. 1. Sole Agents for Hong Kong, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 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3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981, 3983, 3985, 3987, 3989, 3991, 3993, 3995, 3997, 3999, 4001, 4003, 4005, 4007, 4009, 4011, 4013, 4015, 4017, 4019, 4021, 4023, 4025, 4027, 4029, 4031, 4033, 4035, 4037, 4039, 4041, 4043, 4045,



## SHIPPING.

**ARRIVALS.**  
 AMIRAL HAMELIN, French steamer, 3189, Dobonnani, 21st Sept.—Dunkirk and Singapore 13th September, General.  
 Messageries Maritimes.  
 HAITAN, British str., 1183, J. S. Roach, 20th Sept.—Foonchow 16th Sept., Amoy 17th and Swatow 19th, General.—Douglas Lapraik & Co.  
 LAURENCE, British str., 1341, J. B. Jackson, 19th September—Saigon 15th Sept., Rice and General.—Chinose.  
 PINDARI, British str., 3698, J. M. Thomson, 20th Sept.—Kobe 14th Sept., General.—Sunder, Wither & Co.  
 SANUKI MARU, Japanese str., 3789, Mathieson, 20th Sept.—London and Singapore 14th Sept., General.—Nippon Yusen Kaisha.  
 TOTOMI MARU, Japanese str., 2462, A. Keith, 21st Sept.—Singapore 14th Sept., General.—Nippon Yusen Kaisha.  
 TRANQUER, Danish str., 3623, F. Thomson, 20th Sept.—Moj 15th Sept.—Melchers & Co.  
 WAKAMATSU MARU, Japanese str., 2778, N. Gosh, 20th Sept.—Moj 15th Sept., Coal.—Mitsui Bussan Kaisha.

## CLEARANCES.

**AT THE HARBOR MASTER'S OFFICE**  
 Sept. 21st.  
 Cheong, British str., for Shanghai.  
 Deza, British str., for Europe.  
 Manung, British str., for Sandakan.  
 Fleider, American str., for Tacoma.  
 Nippon, German str., for Hongkong.  
 Sanuki Maru, Japanese str., for Shanghai.  
 Tranquebar, Danish str., for Singapore.

## DEPARTURE.

Sept. 21st.  
 ANTEA, British steamer, for a cruise.  
 HAIMUN, British str., for Coast Ports.  
 HOF, French str., for Hongkong.  
 PROMETHEUS, British steamer, for a cruise.  
 SADO MARU, Japanese str., for London.

## SHIPPING REPORTS.

The British str. *Laertes* reports: Light variable winds and fine weather throughout. Sighted floating wreckage from Cap Rock to port.  
 The Japanese str. *Wakamatsu Maru* reports: 4 a.m. 18th to 12 a.m. 20th moderate gale and high confused sea. Ship working much. At the entrance of Hongkong about 10 dead bodies floating.  
 The British str. *Italian* reports: Foonchow to Amoy moderate N.E. winds and fine weather. Amoy to Swatow moderate breeze, easterly cloudy overcast sky. Swatow to Hongkong strong N.E. gale with high seas and very heavy rain squalls.

## VESSELS IN DOCK.

Sept. 21st.  
 ABERDEEN DOCKS.—Telegraph.  
 KOWLOON DOCKS.—*Changpa*, *Empress* of Japan, *Hue*, *Seiki*, *Songhai*, *Woolwich*, *Vigilant*, *Hanover*, *Keweenaw*, *Ch. Hardman*, *Sellberg*, *H.M.S. Hawkeye*, *Strathmore*.  
 COAST GUARD DOCKS.—*Radnorshire*.

## INTIMATION.

**PERCY PIGOTT.**  
 SHIP AND FREIGHT BROKER,  
 MELBOURNE, VICTORIA.

**VESSELS CHARTERED** and Freight Arranged to any Port in the World. Sales of Steamers & Sailing Vessels effected. Telegraphic address: "PIGOTT," Melbourne. Watkin's and A.B.C. Codes used. Postal address: Steamship Buildings, Collins Street, Melbourne. [1701]

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERANEAN PORTS. FLYING DUTCH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**

Captain T. H. Hild, R.M.S., carrying H.M. Majesty's Mail, will be despatched from this Port on SATURDAY, the 22nd September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *China*, 7,912 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London either cargo for London, &c., will be conveyed from Hongkong by the R.M.S. *Arctia*, due in London on 3rd November. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
 B. A. HEWITT,  
 Superintendent.  
 Hongkong, 10th September, 1906. [1750]

**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Steamship**

"LIGHTNING,"  
 Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 25th inst., at 3 p.m.  
 For Freight, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 20th September, 1906. [1750]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**

"AUSTRALIAN,"  
 Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 20th Sept., 1906. [1630]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	CYRUS	Brit. str.	1 m.	W. R. Hickey	BUTTERFIELD & SWIRE	On 25th inst.
LONDON DIRECT VIA USUAL PORTS OF CALL	OCIANA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 6th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 27th inst.
BREMEN, VIA PORTS OF CALL	SALAZIE	Frenc. str.	—	Aillaud	MESSAGERIES MARITIMES	On 2nd Oct., at 1 p.m.
HAVRE, ROTTERDAM & LIVERPOOL	PRINZ HEINRICH	Ger. str.	—	Grosch	MELCHERS & Co.	On 26th inst., at Noon.
HAVRE, BREMEN & HAMBURG	KINTORP	Ger. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SENGBAMBIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Knaiss	HAMBURG-AMERIKA LINIE	On 16th Oct.
COPENHAGEN, SCANDINAVIAN, &c., BALTIC PORTS	BRINGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 16th Nov.
NAPLES, HAVRE & HAMBURG	STHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 30th Nov.
TRIESTE, &c., VIA SINGAPORE, &c.	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	Quick despatch.
FIUME & TRIEST	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 2nd Nov.
NEW YORK VIA PORTS & SUEZ CANAL	SILBIA	Aus. str.	—	Stable	SANDER, WIELER & Co.	On 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL	LJERBIA	Lier. str.	k.w.	Kier	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KITAI	Rus. str.	—	—	Quick despatch.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EBROIL	Brit. str.	—	—	On 25th inst.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SOUTH AMERICA	Am. str.	2 m.	—	On 25th inst.	On 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	MONTEAGLE	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	NINGCHOW	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	LYRA	Am. str.	—	G. V. Williams	DODWELL & Co., Ltd.	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	—	On 25th inst.	On 25th inst.
NAGASAKI & VLADIVOSTOCK	AUSTRALIAN	Brit. str.	—	—	On 25th inst.	On 25th inst.
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	—	On 25th inst.	On 25th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KORE	DAPHNE	Ger. str.	1 m.	—	On 25th inst.	On 25th inst.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	CHINGTU	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
JAPAN VIA SHANGHAI	NILE	Brit. str.	—	—	On 25th inst.	On 25th inst.
TIENSIN VIA SWATOW & CHEFOO	SIAM	Dan. str.	—	—	On 25th inst.	On 25th inst.
SHANGHAI & CHINKIANG	CHIPSING	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
SHANGHAI, TTAU, NAKI, KOBE & YOKOHAMA	KOWLOON	Ger. str.	1 m.	—	On 25th inst.	On 25th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	—	On 25th inst.	On 25th inst.
SHANGHAI	PRINZ LUDWIG	Ger. str.	1 m.	—	On 25th inst.	On 25th inst.
SHANGHAI	KICKANG	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
SHANGHAI	TECHONG	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	BRIGAVIA	Ger. str.	k.w.	—	On 25th inst.	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	HABSBURG	Ger. str.	k.w.	—	On 25th inst.	On 25th inst.
SHANGHAI	SUEVIA	Ger. str.	—	—	On 25th inst.	On 25th inst.
TAMULU VIA SWATOW & AMOY	JOHN MARU	Jap. str.	—	—	On 25th inst.	On 25th inst.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 h.	—	On 25th inst.	On 25th inst.
MANILA	LOONGSANG	Brit. str.	—	—	On 25th inst.	On 25th inst.
MANILA	RUBI	Brit. str.	—	—	On 25th inst.	On 25th inst.
MANILA	TEAN	Brit. str.	1 m.	—	On 25th inst.	On 25th inst.
MANILA	ZAPIN	Brit. str.	—	—	On 25th inst.	On 25th inst.
SANDAKAN	MARINA	Brit. str.	—	—	On 25th inst.	On 25th inst.
SINGAPORE, PENANG & CALCUTTA	POKSAANG	Brit. str.	—	—	On 25th inst.	On 25th inst.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	—	On 25th inst.	On 25th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	—	On 25th inst.	On 25th inst.



## HONGKONG-MANILA.

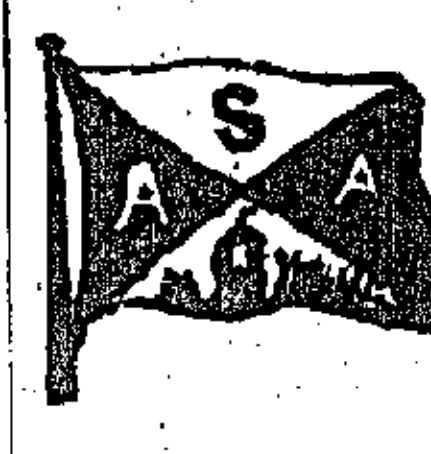
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfected Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila	On 24th Sept., 5 p.m.
ZAFIRO	2540	R. Rodger	Manila	On 29th Sept., Noon.

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 26th September, 1906. [15]



## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
 S.S. "SOUTH AMERICA" ... About 10th October.

For freight and further information apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS.  
 Hongkong, 9th August, 1906. [19]

## HAMBURG-AMERIKA LINIE.

## HOME LINE-OUTWARD.

DESTINATION	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	BRIGAVIA	28th Sept.
SHANGHAI, YOKOHAMA & KOBE	HABSBURG	29th Sept.
YOKOHAMA & KOBE	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	14th Oct.
SHANGHAI, YOKOHAMA & KOBE	C. FERD. LAEISZ	28th Oct.
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	13th Nov.
SHANGHAI, YOKOHAMA & KOBE	AMBRIA	27th Nov.

## HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL
HAVRE, ANTWERP & HAMBURG	SENGBAMBIA	On 10th Oct.
HAVRE, BREMEN & HAMBURG	SUEVIA	On 16th Oct.
NAPLES, HAVRE & HAMBURG	HABSBURG	On 2nd Nov.
HAVRE & HAMBURG	BRIGAVIA	On 16th Nov.
HAVRE & HAMBURG	SITHONIA	On 30th Nov.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified doctor and stewardess on board. Laundry on board.

FIUME and TRIEST  
 Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

## COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	NAGASAKI & VLADIVOSTOCK	Beginning of Oct. Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG	To Follow. Freight & Passengers.
LYRIA	SHANGHAI & CHINKIANG	To Follow. Freight & Passengers.

For Freight and Passage, apply to  
**HAMBURG-AMERIKA LINIE,**  
 For Steamers of the Coast Service Marked † to  
**SIEMSEN & CO.**  
 HONGKONG OFFICE. [12]

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	DATE OF SAILING
SANDAKAN	"MAUSANG"	Saturday, 22nd Sept., 4 p.m.
MANILA	"LOONGSANG"	Saturday, 22nd Sept., 4 p.m.
TIENSIN VIA SWATOW & CHEFOO	"CHIPSING"	Sunday, 23rd Sept., daylight.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Monday, 24th Sept., 3 p.m.
SHANGHAI	"KWONGSANG"	Monday, 24th Sept., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 27th Sept., 3 p.m.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtzeo Ports.  
 ‡ Taking Cargo on Through Bills of Lading to Kndat, Lahad Datu, Simporna, Tawao, Usukan, Jessellon and Lubuan.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 19th September, 1906. [18]

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
YOKOHAMA, KOBE, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.
ODessa	"KITAI"	On or about 15th Sept.
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC PORTS	"TRANQUEBAR"	18/20th Sept.
Do.	"NICOBAR"	Middle of Oct.

For Further Particulars, apply to  
**MELCHERS & CO.,**  
 AGENTS.  
 Hongkong, 13th September, 1906. [1357]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	On 29th September.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 4th August, 1906. [17]

## VESSELS ON THE BERTH.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**STEAM FOR FIUME AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
**THE Company's Steamship**  
 Captain Stable, will be despatched as above on THURSDAY, the 27th inst.  
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight apply to  
**SANDER, WIELER & Co.,**  
 Agents,  
 Prince's Buildings,  
 Hongkong, 5th September, 1906. [13]

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEAN AND BLACK SEA PORTS**

**THE Steamship**  
 "SALAZIE"  
 Captain Aillaud, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 1 p.m.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "OCEANEN" ... 16th Oct.  
 S.S. "TOURANE" ... 30th Oct.  
 S.S. "TONKIN" ... 13th Nov.  
 S.S. "ARMAND BEHIC" ... 27th Nov.  
 S.S. "ERNEST SIMONS" ... 11th Dec.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 19th September, 1906. [2]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST.)  
 PROPOSED SAILINGS FROM HONGKONG.  
 1906  
 "ERROLL" ... 9th Oct.  
 For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
 Agents.  
 Hongkong, 29th July, 1906. [787]

## TOTO KISEN KAISHA.

## SOUTH AMERICAN LINE.

FOR SALINA CRUZ, CALLAO AND IQUIQUE, VIA JAPAN PORTS.  
 Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.  
 Steamers Tons To Sail  
 "KASATO MARU" 6,000  
 Taking Freight and Passengers to other Western Coast Ports of South America.  
 The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.  
 For further information, apply to  
 K. MATSUDA,  
 Manager,  
 York Building,  
 Hongkong, 22nd August, 1906. [1166]

## VISITORS TO CANTON.

Should purchase  
**"FROM HONGKONG TO CANTON BY THE PEARL RIVER."**  
 BY  
 CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
 With Illustrations, Maps and Plans.  
 Price ... 51.50

On Sale at—  
 Hongkong: "DAILY PRESS" Office.  
 Messrs. KELLY & WALSH.  
 Messrs. W. BREWER & Co.  
 Messrs. A. S. WATSON & Co.  
 Canton: ...  
 Hong



# OCEAN STEAMSHIP COMPANY, LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HAWAIIAN PORTS.

### EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

### HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
LONDON, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

\* Taking Cargo for Liverpool at London Rates. † via Bangkok.

### TRANS-PACIFIC SERVICE.

Operating in conjunction with

### THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 29th September.
HAMA		

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST		

For Freight, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS. [9-10]

Hongkong, 4th August, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 22nd September.
SHANGHAI	"SEAHSING"	On 24th September.
TIENTSIN	"LIANGCHOW"	On 24th September.
MANILA	"TEAN"	On 25th September.
SHANGHAI	"KIUKIANG"	On 27th September.
SHANGHAI	"YUCHOW"	On 28th September.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

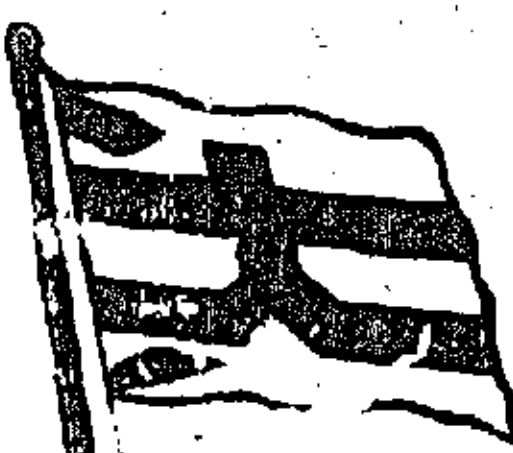
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS. [11]

Hongkong, 20th September, 1906.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.	LEAVING
TAMUL VIA SWATOW AND AMOI	"JOSHIN MARU" H. OHTA	SUNDAY, 23rd Sept., at 10 A.M.

\* These Steamers have excellent accommodation, for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office  
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1906.

T. ARIMA, Manager. [14]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

### LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	Leave Hongkong	Arrive Vancouver
R.M.S. "EMPRESS OF JAPAN" 6,000	Thursday, 27th Sept.	15th Oct.
"MONTEAGLE" 6,163	Wednesday, 3rd Oct.	27th Oct.
"EMPRESS OF CHINA" 6,000	Thursday, 25th Oct.	12th Nov.
"TARTAR" 4,425	Wednesday, 31st Oct.	24th Nov.
"EMPRESS OF INDIA" 6,000	Thursday, 22nd Nov.	5th Dec.
"ATHENIAN" 3,882	Wednesday, 28th Nov.	22nd Dec.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPRESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £40; via New York £62.  
Intermediate Steamers at 12 Noon. £40; via New York £62.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

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## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	SOCOTRA Capt. W. R. Hickey	About 27th September	Freight only.
YOKOHAMA via SHANGHAI, NILE MOJI and KOBE	NILE Capt. E. P. Martin, R.N.R.	About 29th September	Freight and Passage.
SHANGHAI	SIMLA Capt. F. R. Summers	About 3rd October	Freight and Passage.
LONDON DIRECT via USUAL PORTS OF CALL	OCEANA Capt.	Noon, 6th October	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 20th September, 1906.

## IMPERIAL GERMAN MAIL LINES.

### NORDDEUTSCHER LLOYD, BREMEN.

### EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 26th September
GRISSENHOF	WEDNESDAY 26th September
PRINZ LUDWIG	WEDNESDAY 26th September
PRINZESS ALICE	WEDNESDAY 26th September
ROON	WEDNESDAY 26th September
BUELOW	WEDNESDAY 26th September
PRINZ REGENT LUITPOLD	WEDNESDAY 26th September
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th September
SEYDLITZ	WEDNESDAY 26th September
PRINZ HEINRICH	WEDNESDAY 26th September
GRISSENHOF	WEDNESDAY 26th September
PRINZ LUDWIG	WEDNESDAY 26th September

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at Noon the Steamship  
"PRINZ HEINRICH," Captain Gersch, with MAILES, PASSENGERS, SPECIE  
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th Sept. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 25th Sept., and Parcel  
will be received at the Agency's Office until Noon, on TUESDAY, the 25th Sept.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

return

TO SOUTHAMPTON, LONDON, BREMEN

and HAMBURG

\* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

return

VIA BREMEN OR SOUTHAMPTON

return

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port SAID.

### JAPAN-CHINA-AUSTRALIAN LINE.

### VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PRINZ SIGISMUND

ON TUESDAY, the 18th OCTOBER, at Noon, the Steamship "PRINZ SIGISMUND,"

Captain Lentz, with Mailes, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

return

TO NEW GUINEA

return

TO BRISBANE

return

TO SYDNEY

return

TO MELBOURNE

return

TO YOKOHAMA

return

TO KOBE

return

TO YOKOHAMA and back from KOBE

to HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

return

TO EUROPE VIA AUSTRALIA AND AMERICA

return

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

### SAILINGS OUTWARDS.

### EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI TSINGTAU, "PRINZ LUDWIG" Tuesday, 25th Sept.

"NARAI, KOBE & YAMA" "PRINZ SIGISMUND" Wednesday, 26th Sept.

YOKOHAMA and KOBE "PRINZ SIGISMUND" Wednesday, 26th Sept.

SHANGHAI, NAGASAKI, "PRINZESS ALICE" Wednesday, 10th Oct.

KOBE & YOKOHAMA

\* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:

1st Class

To London via Plymouth or Southampton

return

To Bremen

return

To Paris via Cherbourg

return

To Naples, Genoa via Gibraltar

return

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHERS & CO., AGENTS.

### PURE FRESH WATER.

### THE HONGKONG STEAM WATER

BOAT CO., Ltd., is prepared to supply

any Quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Boilers.

Call Flag—W.

W. W. KEW,

Manager,

Hotel Marquis, 3rd Floor,

Hongkong, 8th August, 1906.

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### FOR 1906.

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### SHIPPING IN PORT.

STEAMERS.

ANDER RICKMERS, German str., 1,021, W. Taubert, 18th Sept.—Bangkok 11th Sept. General.—Butterfield & Swire.

CHANGSHA, British str., 1,483, F. Moore, 4th Sept.—Melbourne via ports 31st July. General.—Butterfield & Swire.

CHINGRU, British str., 2,250, W. B. Brown, 19th Sept.—Melbourne 18th Aug. General.—Butterfield & Swire.

CHIPSING, British str., 1,199, G. S. Weigall, 14th Sept.—Chiofo 7th Sept. General.—Jardine, Matheson & Co.

CHOWAI, German str., 1,151, W. Moller, 15th Sept.—Bangkok 9th Sept. General.—Butterfield & Swire.

CHOYANG, British str., 1,424, A. E. Sandbach, 14th Sept.—Shanghai via Swatow 9th Sept. General.—Jardine, Matheson & Co.

CORTIC, British str., 2,74, W. Finch, 20th July.—San Francisco 27th June, Mails and General.—C. & O. S. N. Co.

DAGMAR, German str., 921, M. Engelhardt, 14th Sept.—Bangkok 7th Sept. Rice and General.—Butterfield & Swire.

DERWENT, British str., 1,565, J. Jenkins, 17th Sept.—Saigon 13th Sept. General and Rice.—Chinese.

DEVANHA, British str., 1,785, Thos. H. Hyde, 1st Sept.—Yokohama and Shanghai 17th Sept. Mails and General.—P. & O. S. N. Co.

DEWANG, German str., 1,362, T. V. Bruns, 5th Sept.—Bangkok 27th Aug. and Hocho 3rd Sept. Rice and Meat.—Norddeutscher Lloyd.

EMMA LUYKEN, German str., 1,153, G. Conrad, 16th July.—Mauritius 22nd May, Sugar.—Chinese.

EMPEROR OF JAPAN, British str., 3,013, H. P. 4th Sept.—Vancouver 13th Aug. Mails and General.—C. P. R. Co.

FOOKSANG, British str., 1,987, W. E. Savor, 10th Sept.—Calcutta 26th Aug. Coal, Jardine, Matheson & Co.

HALLVAR, Norwegian str., 1,070, Carl Andersen, 10th Sept.—Samrang 1st September, Sugar.—Angard, Thoresen & Co.

HILARY, German str., 2,276, H. Decker, 5th Sept.—Saigon 25th Aug. Sugar.—Sander, Wisler & Co.

HONGKONG, French str., 750, A. Suzoni, 18th Sept.—Haiphong and Hocho 17th Sept. General.—A. R. Marty.

HOPSANG, British str., 1,359, Jas. M. Hay, 15th Sept.—Saigon 6th Sept. Sugar.—Jardine, Matheson & Co.

JACOB DIERCKHOFEN, German str., 623, D. Henk, 18th Sept.—Haiphong 11th Sept. Sugar.—Sander, Wisler & Co.

JOHANN, German str., 452, J. P. 18th Sept.—Swatow 14th Sept.—Jensen & Co.

JOSHIN MARU, Japanese str., 1,021, H. Ohta, 19th Sept.—Tamsui, Amoy and Swatow 18th Sept. General.—Osaka Shosen Kaisha.

KAIKONG, British str., 986, E. Finlayson, 19th Sept.—Manila 14th September, Sugar.—Butterfield & Swire.

KALCHUR, British str., 2,154, Walker, 2nd Aug.—Newcastle 12th July. Coal.—Arnold, Karberg & Co.

KANJU MARU, Japanese str., 1,041, K. Hashimoto, 14th Sept.—Swatow 13th Sept. General.—Nippon Yusen Kaisha.

KEONOWAL, German str., 1,115, Kohler, 10th Sept.—Bangkok 3rd Sept. Rice.—Butterfield & Swire.

KITAL, Russian str., 1,200, Jorgensen, 18th Sept.—Moji 12th Sept. Ballast.—Melchers & Co.

KOVLOON, German str., 1,487, H. Stehr, 18th Sept.—Samrang 10th Sept. Sugar.—Siemens & Co.

KURICHOW, British str., 1,215, G. Hooker, 18th Sept.—Tientsin 9th Sept. Chiofo 11th and Swatow 17th, General.—Butterfield & Swire.

KURSK, British str., 3,110, Bradley, 13th Sept.—Singapore 7th Sept. General.—Jardine, Matheson & Co.

KWANGTAN, Chinese str., 1,536, W. H. Lund, 18th Sept.—Shanghai 15th Sept. General.—C. M. S. N. Co.

KWONGSANG, British str., 1,428, W. P. Baker, 19th Sept.—Shanghai 15th September and Swatow 18th, General.—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,214, H. Harber, 14th Sept.—Chiofo and Neuchow 9th Sept. General.—Butterfield & Swire.

LIGHTNING, British str., 2,122, J. G. Spence, 10th Sept.—Calcutta via Straits 2nd Sept. General.—David Sassoon & Co.

LONGSANG, British str., 1,492, A. G. Smith, 17th Sept.—Manila 14th Sept. General.—Jardine, Matheson & Co.

MAUSVIA, British str., 1,644, R. Houghton, 4th Sept.—Sandakan 25th Aug. Timber and General.—Jardine, Matheson & Co.

MONTAGLE, British str., 3,953, S. Robinson, 14th Sept.—Vancouver 10th Aug. Flour, Lead and General.—C. P. R. Co.

NEIL MACLEOD, Amr. str., 992, E. Corral, 19th June.—Manila 16th June.—Barretto & Co.

NORDEN, Norwegian str., 1,497, W. Wilhelmson, 14th September.—Prebolsing 3rd Sept. Sugar.—Order.

N. S. DE ROSARIO, Amr. str., 715, M. Lopez Blanco, 12th June.—Manila 9th June.—Barretto & Co.

PRIADEN, American str., 3,753, F. G. Purrington, 15th September.—Manila 10th Sept. Hemp.—Doddwell & Co., Ltd.

POWELL, British str., 1,640, W. F. Turner, 16th Sept.—Saigon 31st Aug. Sugar.—Doddwell & Co.

PRINZ WILHELM, German str., 1,735, C. Walters, 18th Sept.—Kobe 12th Sept. General.—Melchers & Co.

QUINTA, British str., 997, F. Frahm, 9th Sept.—Saigon 31st Sept. General.—Siemens & Co.

ADONPHIDE, British str., 1,820, Haffner, 17th Sept.—Shanghai 14th Sept. General.—Shewan, Tomes & Co.

ALAH, German steamer, 1,275, C. Wolff, 9th Sept.—Bangkok 31st Aug. Timber and Rice.—Butterfield & Swire.

UBI, British str., 1,611, R. W. Almond, 17th Sept.—Manila 15th September. General.—Shewan, Tomes & Co.

MANDA, German str., 3,135, W. von Dohren, 18th S.—Shanghai 14th Sept. General.—Hamburg-Amerika Linie.

EXTA, German str., 960, Knadt, 2nd Sept.—Wakamatsu 25th August. Coal.—Siemens & Co.

HAOSHING, British str., 1,367, F. D. Northcombe, 16th Sept.—Shanghai 13th Sept. General.—Butterfield & Swire.

SEIKI MARU, British str., 2,283, Hannash, 18th Sept.—Cochin 9th Sept. Sugar.—Butterfield & Swire.

HINSHI MARU, Japanese str., 3,419, B. Hanasaki, 17th Sept.—Moji 11th Sept. Coal and General.—Yamaguchi.

ONAL, German str., 900, G. Schlaichler, 16th Sept.—Paltohi via Hocho 12th September, Cow and General.—Jensen & Co.

KUJIKAWAGAWA, British str., 947, Alaf Odm, 6th Sept.—Saigon 14th August, Sugar.—Angard, Thoresen & Co.

DESROGON, American str., 423, Vilegia, 7th Sept.—Manila 6th Sept. Ballast.—Order.

KRATHIMORE, British str., 2,235, King, 27th August.—Stagen 17th August. Coal.—Doddwell & Co.

August—Amoy 25th August, General.—Siemens & Co.

TAIWAN, British str., 1,040, J. A. Martin, 7th Sept.—Saigon 1st September, Rice.—Chinese.

TEIKAWAGAWA, British str., 1,340, Williamson, 8th Sept.—Saigon 4th September, General.—Chinese.

THOLMA, Norwegian str., 1,180, F. Jaeger, 9th Sept.—Saigon 30th August, Sugar.—Sander, Wisler & Co.

TEIKUWANG, Dutch str., 3,031, Von Wyk Jurniaans, 17th Sept.—Macao 19th Sept. General.—Iwa-Chiwa-Japan Line.

VERONA, German str., 3,035, H. Dobroz, 16th Sept.—New York 17th July. General.—Cardowitz & Co.

WIK, German str., 2,820, H. Carstaus, 19th Sept.—Moji 12th Sept. Coal.—Johnson & Co.

WOODWICH, British str., 1,845, A. Stoker, 11th Sept.—Salina Cruz 23rd July.—China Commercial Steamship Co.

YUSU, Chinese str., 1,079, J. A. Pratt, 17th Sept.—Saigon 16th Sept. General.—Chinese.

Z. Y. DE ALBUQUER, Amr. str., 1,230, Xandoro Echeaz, 15th June.—Manila 12th June.—Barretto & Co.

SAILING VESSELS.

ECLEUSE, British barque, 2,388, J. McElroy, 1st Sept.—New York 6th May, Case Oil.—Standard Oil Co.

I. F. CHAPMAN, American ship, 2,013, R. B. Bradford, 25th August.—Manila 15th Aug. Ballast.—Arnold, Karberg & Co.

S. P. HITCHCOCK, Amr. ship, 2,086, E. L. York, 1st Sept.—Manila 20th August, Ballast.—Arnold, Karberg & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alicy, dispatch-boat, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. H. L. T. Latham, Hongkong.

Astron, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. L. Vaughan-Low, Nirs Bay.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Yangtze.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. W. L. Damber, Yangtze.

Cadmus, British ship, 1,070 tons, Comdr. H. C







TOLD BY A MOTHER.

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